

SUBWAY BUILDERS PROTEST AT VETO

Assert That Mayor and Comptroller "Double Crossed" Them With Governor.

EXCESS BILLS HELD UP Assert That City Officials Agreed to Pay for Extra Cost Due to War.

Subway contractors are up in arms over the veto by Governor Smith of the bill which would have turned over to the Board of Estimate the settlement of their claims against the city because of the excessive cost of their work due to the war. They declare that both Mayor Hylan and Comptroller Craig have "double crossed" them.

The Mayor gave his approval to the bill after a hearing. Then Comptroller Craig, who the contractors say had not previously been informed of the measure, persuaded the Mayor to join him in urging the Governor to veto it.

It is said that the situation of some of the contractors is serious, and that they may be unable to carry out the seven contracts that are uncompleted unless the contractors get financial relief that they need and, they say, were led to believe they would have.

Protest of the Contractors. When Frederick L. Cranford, president of the General Contractors Association, was asked about the matter yesterday he said:

"Notwithstanding the authority in the law passed in 1918 (the Lockwood bill) to adjust war losses, and notwithstanding the agreement of June 15, 1918, among the Board of Estimate, the Public Service Commission and the contractors, which directed that we should increase wages sufficiently to cover the cost of the increased prices of materials necessary to continue the construction of subways without interruption, nothing has been done to carry out the joint agreement.

"This agreement was that if we would carry on the work they would pay the increased cost of the war. Increased costs entered into the war—increased costs due to that war. This promise has not been kept; the adjustments have not been made.

"An attempt was made by the contractors to clarify the situation by securing legislation in Albany. Every effort was made to secure the cooperation of the public authorities. Every step taken was with their knowledge. For two months the Comptroller had the opportunity to criticize and amend the bill. He did not. He approved it. He approved the direct works of the bill, each paragraph had been submitted to him.

"I feel that the contractors on the subway have been 'double crossed' both by the Comptroller and by the Mayor, who after approving the bill offered an eleventh hour objection based upon technical grounds, reasons not borne out by the facts."

Comptroller Craig's Objections. In the memorandum filed in opposition to the bill the Comptroller stated that the bill would impose large liabilities upon the city of New York. I have been informed by the contractors that they received a letter from the Comptroller in which he stated that the bill was to be referred to the Board of Estimate to "audit and allow such claims" as in its discretion may be just and reasonable.

In relation to losses suffered by contractors from causes due to the war which there was no legal liability for on the part of the city, from which the city nevertheless received a benefit, stated to these gentlemen that I would not oppose the passage of a bill that would leave it entirely discretionary with the Board of Estimate whether in any particular case, upon due examination of the facts, it should allow as an equitable claim some portion of such losses.

The contractors assert that the bill was in no sense mandatory in that it made the city liable to pay any losses, and that the Board of Estimate, the Board of Estimate, to "audit and allow such claims" as in its discretion may be just and reasonable.

Two Contractors Get Settlements. When the contractors heard that the Comptroller and the Mayor had urged the Governor to veto their bill they tried to get the Mayor to reconsider. They were refused to see them. They have no business at the Mayor's office.

The contractors complain that they are not able to see the Comptroller. They are not able to see the Comptroller. They are not able to see the Comptroller. They are not able to see the Comptroller.

Before the expiration of the thirty day statute on the bill, it was learned that during the closing days of the bill a statewide bill had been passed making additional war costs of all contracts on public work a legal and valid claim against the city. This was introduced by Senator Walker on April 15 and rushed through the Legislature.

The city's legal representative at the time, the Governor's attention was called to it. He let it pass.

WESTERN MONEY FOR LOANS. Detroit Bankers Enter Mortgage Market Here.

Western bankers have begun to pressure the opportunities for investment offered by the building loan situation in Detroit. That is the conclusion to be drawn from the announcement made yesterday that a group of Detroit bankers had plans for entering the New York mortgage market. They will operate under the name of the Old Security Corporation, which was organized in 1914 and has a capitalization of \$5,000,000.

The new corporation was organized especially for the handling of New York city real estate mortgages. It has just leased the entire fourth floor of 500 Fifth avenue for that purpose. The corporation will have as its president Thomas McVey, Jr., and as its vice-president John J. McVey, Jr., who is also the treasurer of the company.

State Employees Tax Exempt. Washington, May 21.—The Internal Revenue holding that salaries of State and Federal employees of counties, cities, towns and subdivisions of a State are not subject to Federal income taxes, was upheld today by Attorney-General Palmer.

Anacostia Holds Annual Meeting. Anacostia, Md., May 21.—John D. Ryan, Charles H. Kelley and Benjamin J. They were selected directors of the Anacostia Copper Mining Company at the annual meeting of the company here today.

Yesterdays Fires. A. M. 5:10—Cedar st. Helene Drug & Loss Chemical Co. Unknown. 11:09—445 W. 14th st. Unknown. 1:15—218-17 Chrystie st. Joseph Rosenberg. Unknown. 4:05—450 E. 10th st. Unknown. 4:15—113 W. 14th st. Nattie Harris. Unknown. 4:20—355 Cherry st. Breakdowns & Level. Unknown.

Customs Receipts \$104,222. Receipts for duties at the Custom House yesterday were \$104,222.41, of which \$150,855 was for merchandise withdrawn from bonded warehouses and \$445,377.41 for recent importations.

MISCELLANEOUS MARKETS

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BATTLESHIP BIDS EXCEED \$22,000,000

One for Completion in Forty Months Is \$22,580,000.

Special Despatch to The Sun. Washington, May 21.—Secretary Daniels today opened bids for construction by contract of battleships numbers 18 and 19 authorized by the act of August 29, 1916. These two ships, designed after lessons learned from the European war, will complete the programme of ten battleships authorized by Congress prior to July 1, 1918. They will be named the Massachusetts and the Iowa.

The vessels will carry twelve sixteen inch guns, two inch guns, four anti-aircraft guns, two submarine torpedo tubes and other smaller caliber guns. The boilers will be oil burners and the speed will be twenty-three knots, each vessel having a cruising radius of 8,000 miles.

The New York Shipbuilding Corporation offered to build one vessel for cost plus 10 per cent, \$22,580,000. The Bethlehem Shipbuilding Corporation offered to build one vessel in forty months for \$21,500,000 and another under different conditions for \$21,500,000. The Newport News Shipbuilding Company offered to build one vessel for \$21,000,000 in forty-five months and another under different conditions for \$21,000,000.

Acceptance or rejection of the bids will await a report of naval officials, who will make a study of the estimates before making recommendations.

FAVORS PRIVATE LOANS. Attache Urges "Missionary Work" Abroad by U. S. Business Men.

Philip R. Kennedy, commercial attaché of the American Embassy, London, told the members of the American Business Association in London yesterday that private American concerns must do "missionary work" abroad to build up trade, and recommended that the Government should encourage the business men to do so.

He favored instead that loans be made through private business channels and the establishment of an international market for foreign securities in this city.

"Until the purchasing power of the allied Governments is in better shape it is only fair to recognize that we cannot sell large volumes of goods or services to them," he said. "The European business men feel that his back is to the wall, and we must assist them. Our work abroad must be missionary work. If we give proper aid we will soon be able to open the trade channels fully."

Mr. Kennedy said that the Allies do not need any further aid in debt and will put up all the barriers they can to keep it down. The logical opening is through private capital. France is in a desperate situation that Great Britain, he said.

Samuel Crowther, a writer, recently back from Europe, predicted that the new nations will buy American goods by the millions of dollars. He said that the new nations will buy American goods by the millions of dollars. He said that the new nations will buy American goods by the millions of dollars.

SAFEBLOWERS ARE BUSY. Make Two Good Hauls in Williamsburg District.

Vegetables are again active in the Williamsburg district. The police are reluctant to admit it. Max Friedman, a bicycle dealer of 591 Broadway, is mourning the loss of two hundred dollars worth of vegetables. The burglars got into Friedman's place by sawing through bars on rear windows. They moved the loot to a rear room, where they hid it. The police are reluctant to admit it.

It was brought to light yesterday that a week ago thieves, blacking the wheels of a motor car, had stolen a box of vegetables. The police are reluctant to admit it.

DETROIT. Open. High. Low. Last. 1000 Motor Cars... 1000 Motor Cars... 1000 Motor Cars...

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LIVE TOPICS OF THE COMMERCIAL WORLD

SAYS HIGH PRICES ARE HERE TO STAY

Julius Rosenwald Tells Secretary, Redfield, Necessities Will Cost Little Less.

Special Despatch to The Sun. Washington, May 21.—That on the whole there will be little change in price levels for the necessities of life is the opinion expressed by Julius Rosenwald of Chicago, president of Sears, Roebuck & Co., in a communication to Secretary of Labor Wilson. Mr. Rosenwald's views are given in response to an inquiry from the Department of Labor asking for an expression as to the price situation in general. Mr. Rosenwald said:

"It is my belief that the range of prices for the necessities of life will average little, if any, lower than at the present time. Of course, there will be some exceptions, but I do not look for a sudden or violent reduction in the near future, aside from those which have been artificially stimulated."

"There exists a tremendous demand in our own country for all kinds of commodities. This demand will not diminish materially until war is ended. Europe is gradually reestablishing itself on a peace time production basis. I fully agree with those who believe that the reconstruction is going to tax our efforts, and even after that time there will be a demand for our goods. In this event, though accompanied by high prices, for after all it is not a question of much of our goods, but of what relation this price bears to one's own income."

HOUSE DRESSES TO COST MORE. Manufacturers of house dresses here say that the cost of materials will be forced up in price within the next few months because of recent advances in foodstuffs. Interests in the trade declare that the industry soon will be on a two month basis of operation, instead of eight as in the past.

DELIVERIES WORRY CLOTHING MEN. Clothing men in the various manufacturing centers are not concerned so much now about orders for fall goods, but what is bothering them is the question of when and how they are to be able to make deliveries. All signs point to a great scarcity of men's apparel for the winter, it is said.

The situation is not so bright as it looks. The clothing men are worried. The clothing men are worried. The clothing men are worried.

Long Holiday Periods Planned. A movement is under way among manufacturers of millinery in this city to close all shops from May 29 to June 2 and from July 4 to July 7 on account of the proximity of the annual holidays.

Several of the larger firms in the silk trade here are arranging to close their establishments next Thursday night and they will not accept any orders for clothing Monday. It is expected that similar action will be taken by other trades.

High Leather Prices Inevitable. Boston, May 21.—The wholesale shippers of shoes have attempted to follow the established lines of procedure, but find it impossible, according to the shoe and leather reporter. Manufacturers are unwilling to accept the price of leather for shoes for fall and are inclined to insist on an immediate delivery agreement when taking orders. The price question is still unsettled.

It is becoming better understood that increasing costs of leather and shoe manufacturing must be faced. There is no doubt that the price of leather will be advanced for everything in the shoe trade, leather and shoe manufacturing must be faced.

CORN TOUCHES SEASON'S HIGH. Closing Is Unsettled at 1-8 to 1-4 Cents Up.

CHICAGO, May 21.—Highest prices of this season to-day were touched in the corn market for supplies available here. The market was unsettled at 1-8 to 1-4 cents up.

Corn showed decided strength during the greater part of the day, but reacted sharply in the last hour. Below prevailing unseasonable low temperatures were the cause of the reaction. The market was unsettled at 1-8 to 1-4 cents up.

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MARINE INTELLIGENCE

United States Coast and Geodetic Survey. Standard Time. Sun rises... 1:14 A.M. Sun sets... 5:13 P.M.

ARRIVALS—WEDNESDAY, MAY 21. From Havana, Cuba, May 21. From New York, May 21. From Boston, May 21.

DEPARTURES—WEDNESDAY, MAY 21. To Havana, Cuba, May 21. To New York, May 21. To Boston, May 21.

ARRIVALS—THURSDAY, MAY 22. From Havana, Cuba, May 22. From New York, May 22. From Boston, May 22.

DEPARTURES—THURSDAY, MAY 22. To Havana, Cuba, May 22. To New York, May 22. To Boston, May 22.

ARRIVALS—FRIDAY, MAY 23. From Havana, Cuba, May 23. From New York, May 23. From Boston, May 23.

DEPARTURES—FRIDAY, MAY 23. To Havana, Cuba, May 23. To New York, May 23. To Boston, May 23.

ARRIVALS—SATURDAY, MAY 24. From Havana, Cuba, May 24. From New York, May 24. From Boston, May 24.

DEPARTURES—SATURDAY, MAY 24. To Havana, Cuba, May 24. To New York, May 24. To Boston, May 24.

ARRIVALS—SUNDAY, MAY 25. From Havana, Cuba, May 25. From New York, May 25. From Boston, May 25.

DEPARTURES—SUNDAY, MAY 25. To Havana, Cuba, May 25. To New York, May 25. To Boston, May 25.

ARRIVALS—MONDAY, MAY 26. From Havana, Cuba, May 26. From New York, May 26. From Boston, May 26.

DEPARTURES—MONDAY, MAY 26. To Havana, Cuba, May 26. To New York, May 26. To Boston, May 26.

ARRIVALS—TUESDAY, MAY 27. From Havana, Cuba, May 27. From New York, May 27. From Boston, May 27.

DEPARTURES—TUESDAY, MAY 27. To Havana, Cuba, May 27. To New York, May 27. To Boston, May 27.

ARRIVALS—WEDNESDAY, MAY 28. From Havana, Cuba, May 28. From New York, May 28. From Boston, May 28.

DEPARTURES—WEDNESDAY, MAY 28. To Havana, Cuba, May 28. To New York, May 28. To Boston, May 28.

ARRIVALS—THURSDAY, MAY 29. From Havana, Cuba, May 29. From New York, May 29. From Boston, May 29.

DEPARTURES—THURSDAY, MAY 29. To Havana, Cuba, May 29. To New York, May 29. To Boston, May 29.

ARRIVALS—FRIDAY, MAY 30. From Havana, Cuba, May 30. From New York, May 30. From Boston, May 30.

DEPARTURES—FRIDAY, MAY 30. To Havana, Cuba, May 30. To New York, May 30. To Boston, May 30.

ARRIVALS—SATURDAY, MAY 31. From Havana, Cuba, May 31. From New York, May 31. From Boston, May 31.

DEPARTURES—SATURDAY, MAY 31. To Havana, Cuba, May 31. To New York, May 31. To Boston, May 31.

ARRIVALS—SUNDAY, JUNE 1. From Havana, Cuba, June 1. From New York, June 1. From Boston, June 1.

DEPARTURES—SUNDAY, JUNE 1. To Havana, Cuba, June 1. To New York, June 1. To Boston, June 1.

ARRIVALS—MONDAY, JUNE 2. From Havana, Cuba, June 2. From New York, June 2. From Boston, June 2.